

THE STEEL HORSE

OFFICIAL NEWSLETTER OF THE
STEEL HORSES CRUISING MOTORCYCLES
SOCIAL CLUB INC.

FEBRUARY, 2012

VOLUME 4, ISSUE 2

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ROWDY'S RANT!

Hi everyone and welcome to the February newsletter.

The club has settled into an enjoyable relaxed pace at present, club rides are going well and some good social events coming up soon thanks to sugar, check out the calendar for the up and coming poker run, aircraft museum and dinner ride to mention a few.

My thanks to the management who over the last few months not only have had an increased work load, but have had to make some difficult decisions. The reward for this is having a more robust and secure club that we can all enjoy.

The website is progressing well with some member's photos still missing, so if you prefer not to have the indignity of the "toilet bike" or a picture of a Muppet on your site then better get those snaps in quick, Remember BC is watching and waiting. (You never know what picture you may end up with).

Volunteers for back up ride captains are always welcome; this will help ride captains when they become unavailable due to work etc. The club patch still applies after an aggregate of 12 rides to those official volunteers, please contact sugar or any member of the committee if you would like to help, some very valuable insights to leading a ride can be sort from our more experienced ride captains, Don't be afraid to ask.

Ynot and BC join me for a ride up Mt. Glorious on a Tuesday, (after completely ignoring my weather predictions) for a coffee and a chat. Most of you have already joined us from time to time but as a reminder we meet at the BP service station, the Gap, approx 9.45. am. Or you can join us at the café which ever suits.

For those who may be interested, the Vietnam Veterans motorcycle club are having their annual Bike, Trike and Hotrod show on at the Bunker, Saturday, 10th March 2012, 132 Meakin road. KINGSTON 4114. Last year's show was great.

I have more 'bling' coming from the States so I'm off to check the post, cheers everyone and see you at the meeting Tuesday.

Cheers everyone,

Rowdy...

Vietnam Veterans Motorcycle Club
Queensland Chapter

Bike
SATURDAY
10th March 2012
132 Meakin Road
KINGSTON 4114

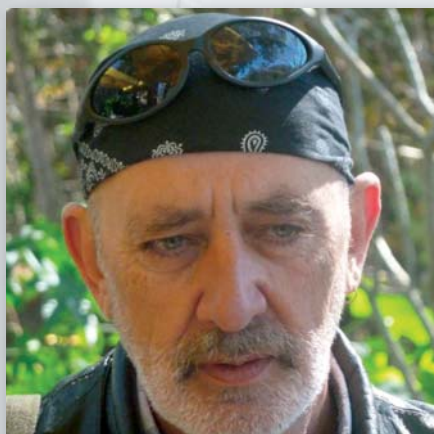
Trike
EVENTS INCLUDE:
Bike Burn Out - Gunshoot Trike
Mini Kay Throw - Hot Rod Show
Food Available - Music - Raffle Draw
Children welcome @ 12pm

Hotrod
SHOW
PRESENTING LIVE
THE
"GIANTS"

Food Available - BAR at reasonable prices - Entertainment
All Entries MUST be ridden/driven to show
GATES OPEN AT 9.00AM
Judging from 11.00AM
For further information events@qldvmc.com.au

CAMPING WITH ALL AMENITIES AVAILABLE
NO GLASS - NO FIRES - NO DOGS - NO BAD ATTITUDES
www.qldvmc.com.au

PRESIDENT'S PRATTLE



Greetings fellow cruisers!

I haven't been on the bike as much as I would have liked over December and January due to another spectacular incident on the @\$%\$# postie bike. Pleased to report that two weeks of light duties and a whole week of cruising (on a ship) make for a good convalescence. (I have now resigned my position with AP, so anyone looking for decent work should NOT apply!)

I attended the Tribe of Judah Run with a few other Steel Horses and have decided that whenever I pay for

registration at such an event, I will always go on to the finish in case I may win a prize. It would be worth even getting a soaking – for \$500. Anyone not understanding this rant should speak with Scouse.

I've just got back from the West Run, an enjoyable ride despite being sunburnt. I noticed today that there are a few members who may not understand some of the things the more experienced riders will do to keep the run together.

Today's lesson: If you're in the middle of the pack and some of the riders in front have overtaken other vehicles, you'll often see one or two of them start riding on the wrong side of the road with their indicators on. This is a signal to you, who are behind the slower vehicle, that it is safe for you to overtake, even though you may not have clear vision yourself because of a curve or crest in the road.

This is not a compulsory exercise and you should only do this if you're completely comfortable with it. Keep

an eye open for this in future and see how effective it is.

My thanks go to those involved with the Steel Horses Website and Newsletter. They're looking good and I'm sure that outsiders would agree that they are quite professional.

Two other events coming up that ride captains may want to check out are:

Saturday 17th March: Logan Tattoo and Art Show at the Acacia Ridge Hotel, starting at 10:30am

Sunday 18th March: Twilight Hot Rod Show at the Rocklea Showgrounds from 12:00 – 7:00pm

Really looking forward to the weekend ride away to Sawtel. If you haven't been there before, you'll enjoy the run, the local Leagues Club, the cabins and facilities at the camping ground. Oh, and the company too!

See you on a ride soon,

Boots

(These boots ain't made for walking)

SUGAR'S SPOT

Just a couple of things to remind you about...

The drive in on Saturday 3 march please let me know if your coming so I can see about getting a discount I am getting things organizer for the poker run on the 15 April.

Just a reminder if anyone is interested in donating a prize for our Monthly raffles please let me know.

See you all at the next meeting

Sugar

Breathtaking bravado foils speed camera

QC received a very amusing although naughty e-mail from a spy at the Department of Transport this week. Our mate informs us that four youths from Canberra recently pulled off a trick of breathtaking bravado to gain revenge on a mobile speed-camera van operating in the area. Three of the group approached the van and distracted the operator's attention by asking a series of questions about how the equipment worked and how many cars the operator would catch in a day. Meanwhile, the fourth musketeer sneaked to the front of the van and unscrewed its number plate. "After bidding the van operator goodbye, the friends returned home, fixed the number plate to the car and drove through the camera's radar at high speed – 17 times," our transport spy writes. "As a result, the automated billing system issued 17 speeding tickets to itself. Go Aussies!"

MINUTES OF MEETING – 17 JANUARY, 2012 AT LORD STANLEY HOTEL, EAST BRISBANE.

Meeting Opened: 7.40 pm.

Attendance: Steiny, Boots, Ynot, Apples, Yogi, Sugar, Sarge, BC, Pedro, Mozzi, Shadow, TT, Grumpy, Lace, Pyro, Phoenix, Jak, Storm, Nomad, Barney, Raphael, Legs, Specs, Lucky J, Rowdy, Drastic.

Visitors: None

Apologies: Princess, Scouse, Angel.

Minutes of Previous Meeting: Taken as read. Moved : Yogi...Sec : Ynot.
21 in favour.- 0 against.- 5 Abstain
Motion Carried

Business arising from minutes:

Drastic. Ride Invites are done and received.

Phoenix is still wading her way through the old 1,000, sticking our new web site address on them and doing a very good job of them too.

Backbone Run Patches are not back yet, despite a promise of delivery before New Year's Day. Should be here in a day or so. "Steel Horses " has been added to these patches.

T-Shirts. Due to supplier selling the business, the prices of our T-shirts have gone from \$7 to \$16. Drastic has a sample coming from Canada. Mozzi is researching prices locally and things are looking good there, apparently.

Drastic followed up on the Visa card for the club idea, but has discovered it will be too messy, and has decided to stick with paying for everything relating to the club by cheque, with 2 (two) signatures.

"Me & My Bike" photos. BC told everyone exactly what he needed. It's up to the members now, to help him make our web site a success, by providing him with some photos.

Correspondence in: Email regarding old photos being returned to members from the old Website

Correspondence out: Email to Jenny assuring her that all members have got their photos back

Business arising from correspondence: None

GM's report: As per Newsletter.

Ride reports:

North. Lucky J gave a report to the meeting. Full details in Newsletter

West. Ynot gave a report to the meeting. Full details in Newsletter.

South. Steiny gave a report to the meeting. Full details in Newsletter.

Treasurer's report: Drastic gave his Treasurers Report. Motion for it to be accepted.

Moved: Ynot; Seconded: Mozzi; 20 in favour; 0 Against; 6 Abstain motion carried.

Coordinator's Report: Sugar brought us up to date on our bookings

for "Bollocks to Dorrigo" run (Sawtel) and asked for deposits for accommodation. Looks like being a huge success with about 16 to 18 people going. And about 12 or 13 bikes.

Sugar also called for a show of interest in the 3rd. March car show at the Yatala drive-in, starting at 3.00 pm and then staying for two feature films afterwards. We would be parking our bikes in front of the canteen area and sitting in that area to watch the movies. cost \$18 all inclusive (car show & Movies)

Merchandiser's Report:

Drastic gave a list of our stock in hand, and has informed us that Mozzi will be taking over this responsibility from now.

Merchandise:

Calendar discussion. It was decided that we will have an assortment of photos from the Backbone run dedicated to the front page, then we will just have a general arrangement of photos for each month after that.

Loges informs me that he will have to get the originals from BC as the ones on the facebook pages will not be good enough.

We have orders for 30 Calendars

Welcome to new members:

Boots issued two new members with their Club patches and welcomed them into the club. They were Jak, and Legs. Welcome aboard. We hope to share many great rides with you.

South Ride 22nd Jan. Yogi spoke about his upcoming south ride, and is threatening to take us down the Lions Rd

Tribe of Judah

BC spoke about a Tribe of Judah ride coming up soon. 21st Jan. Starting at TOJ headquarters in Queens rd Kingston, and finishing at the Vietnam Veterans Headquarters in the same area.

He also showed us some "over gloves" that will fit over whatever you are wearing and keep you dry MC Rainoff. Web address. www.rain-off.com

Other Business (without notice):

Rowdy presented Boots with a ride Captains patch having completed leading the required 12 rides.

Shadow and TT invited all members to their wedding at Ipswich on Saturday, 16th June at 10.30 am

Boots wished Ynot a Happy Birthday

Raffle:

Two raffles. (1) a black leather vest....won by Legs, donated by Ned Kelly's at Boonah

(2) a Del fuegos T-shirt & Route 66 Belt buckle....won by Barney, generously donated by Hurricane, who brought them back from the US specifically for our raffle. A big thank you, Hurricane

Next meeting date: 21 st. February

Meeting closed at: 9.00 pm

SOUTH RIDE REPORT



11 February 2012.

Who Showed: BC, Drastic, Robin, JAK, Ynot and ME

Where did we go? Look at the map above.

Did anything happen? Yep we had a good dry ride with no incidents other than Robin getting a bit chilly and Drastic's new bike missing the 'JellyFish' Graphics.



We finished pretty early at 11.45am and said Goodbye to all at the last stop at the BP servo on the M1. Before I headed home and BC and Drastic heading to the PUB. I guess the early start is aimed at an early finish and this is what happened.

I did change the route slightly so that we cut out Upper Beechmont as the Clouds were hanging over the top of the mountain and none of us wanted a wet Arse.



I think everyone enjoyed himself or herself. BC did ask to stop and admire the scenery but I just ignored him as Bikers don't stop and sniff the flowers so we kept going and I made a mental note to tell BC to harden up next time I see him. LOL



I did try and test Drastic's new Bike by coming out of the Corners a bit hard but despite drawing away from him he was always still in my Mirror when I looked, another mental note to look out for Drastic when he gets the Bike run in it could be a challenge keeping up with him.

That's about it. See ya on the next one,

Sarge

One Wish...



A biker was riding along a California beach when suddenly the sky clouded above his head and in a booming voice the Lord said: "Because you have tried to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said, "Build a bridge to Hawaii so I can ride over any time I want."

The Lord said, "Your request is materialistic. Think of the enormous challenges for that kind of undertaking. The supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of some thing that would honour and glorify me."

The biker thought about it for some time. Finally he said, "Lord, I wish that I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing is wrong, and how I can make a woman truly happy!"

The Lord replied, "How many lanes do you want on that bridge?"

NORTH RIDE REPORT

5 February 2012.

Ride Captain: Hurricane; Distance 340km – give or take a few km's

Members attending: Steiny, Ynot, Sarge, BC, Nomad & Storm, Pryo & Phoenix

Well, the day dawned bright and sunny and it was a pleasant break from the wet weather we had been having. I must admit, as I rode to the meeting point I couldn't help but think that I should have had one less bourbon the night before, when will I learn!!!!

The riders gathered at McDonalds were eagerly awaiting an action packed day on the road. As this was my first time as ride captain I was keen not to disappoint them so after a quick coffee and catch up on important issues, we had our riders briefing and headed off.

The ride for the day would take us out to Dayboro to rendezvous with Nomad and Storm, then over Mt Mee, up to Maleny and Kenilworth, before travelling to Eumundi and through to Noosa Heads. We would then head down the coast road to the twin BP service stations at Caboolture where the ride finished.



As the weather was fantastic, the views over Mt Mee and up the range to Kenilworth were amazing and I was reminded of why I live in this part of the world. I did laugh when upon arrival at the Kenilworth pub, BC provide me with an important tip that I should stop sightseeing so much as I rode along – thanks BC.

I had intended to have lunch at Tewantin, however the 'mood' of the crowd clearly indicated we should have lunch at Kenilworth and after some very important 'consultation', sanity prevailed and we all had a delicious lunch at Kenilworth - a good 'team' decision.

The intention was then to travel through to Cooroy but due to time restraints we skirted around Eumundi and went straight through to Noosa. The ride along the Noosa River was like

torture!! It was hot and the tranquil waters of the river made everyone want to get off and jump in- maybe next time.

After a fuel stop we headed down the coast road towards Coolum, but I soon tired of the slow paced traffic so cut through to the Sunshine motorway at Coolum for a straight run down the highway to the BP service station. We nearly lost a couple of riders at the roundabout to the motorway so that was a bit of a lesson for me to ensure everyone can see where we are going.



Apart from Sarge, who had to depart the ride early, everyone arrived at the service station tired, hot, hungry, thirsty, dusty and a little sun burnt in places but all indicating they had had an enjoyable ride.

I really enjoyed my first ride as ride captain and I appreciate everyone's support. Along the way I had a few learning curves which will only help to improve things for the next time.

Hurricane



HURRICANE'S RIDE

The bridge, the weather and me...

From 23 – 30 January 2012 I decided to go on a bike adventure to the Seacliff Bridge south of Sydney. If you have not heard of this bridge before, it features in many car advertisements and I have always thought it would be great to ride across it. After a drunken discussion with a mate, I discovered that the bridge was located just north of Wollongong, so without much further thought I decided I would ride down to see the bridge in all its glory.

I will soon take you back to my statement about 'without much further thought' but first I would like to let you know a little history of this bridge and roadway.

The bridge is part of the Lawrence Hargrave Drive, a scenic coastal road between Wollongong and Sydney that passes through Stanwell Park and Coalcliff. The Seacliff Bridge was completed in December 2005, replacing the former cliff-hugging route which was prone to rock falls.

The road winds its way through the coastal villages of Clifton, Scarborough, Wombarra, Coledale, Austinmer and finally Thirroul where it meets the Princes Highway at the bottom of Bulli Pass. The road is named after Lawrence Hargrave, an Australian aviation pioneer and explorer who had a house at Stanwell Park and flew his devices from Bald Hill.



In the spirit of the trip, I decided to camp instead of enjoying the cushy home comforts of hotels. My journey took me down the coast road to Sydney, across the Harbour Bridge and then south through the Royal National park and onto the Seacliff Bridge. Home would be the same route, pretty straight forward, or so I thought!!!

I packed up the bike and set off. I wasn't sure how far I would

get each day so just thought I would stay where I ended up, how hard could it be? Well, you know my comment about 'without much further thought' it would soon come home to haunt me.

I had checked the weather and it said 'intermittent showers'. However I experienced my first 'intermittent shower' at Mullumbimby and it only increased from there. It soon became torrential rain and at Grafton I decided to go inland a bit. The road weaved through the foothills behind Coffs Harbour and although it was great country, by the time I arrived in Nambucca Heads there was major flooding and thunder storms. I called my wife to let her know I was alright and she enlightened me that this had been 'forecast' and 'she had told me this'. I must listen to her more!

After a phone call to a mate I pushed on to Port Macquarie and a welcome bed for the night (so much for the camping).

The next day wasn't much better but I continued on optimistically. I followed the Old Pacific Highway along the coast and got as far as The Entrance. I decided to stay because of its beauty and beachside camping (and rain). After a cosy night in the tent the next day was sunny and I was excited about riding to Sydney, over the Harbour Bridge and onto Wollongong.

The ride to Sydney was fantastic and I loved riding along the freeway through the bays and rolling hills in the Hawkesbury river area. Upon arrival on the northern approaches to the Sydney Harbour Bridge I quickly aligned myself in the correct lane to ensure I went across the bridge, however as I entered the tunnel I realised I had failed in my lane selection. I then decided to do a loop and go back across the bridge as I was unsure if I would return that way, so after about \$13 on tolls I had completed that part of the journey.



HURRICANE'S RIDE CONTINUED

My next destination was the Seacliff Bridge and a beach side camp site on the south coast. As I approached the turn off to the Royal National Park the rain became heavier and I wondered what the Gods had against me.

The road through the park was great and I realised why they call it rain forest!!!! As I left the park I suddenly had magnificent views of the coast and my excitement grew as I knew the Seacliff Bridge was not far away.

The bridge is an amazing engineering structure and at 1.5km in length it was well worth the ride. The rain had continued and I had to park the bike in a bus shelter while I ran to a nearby phone box to call home, you should have seen the bus driver laughing as he passed by.

Further along the coast road I came to the Beach Hotel at Thirroul and decided to stay. Initially they had no rooms as it was the NSW school holidays however, as I stood in the doorway of the pub soaking wet they must have felt sorry for me because suddenly a room became available- thank God!. The owners ended up arranging for all my wet clothes to be dried ready for the next day, believe me a hot meal and a beer that night never tasted so good.

The following day I reviewed the weather forecast and it was not good; more heavy rain and thunderstorms. It was then that I decided to head towards home via the New England Highway. The run back to Sydney and through the Hunter valley was a combination of open highways, rural country side and a cruise through the majestic Hunter Valley. That night I stayed with friends in Singleton and managed to polish of a few bottles of red wine.

The next day was overcast but fine and I had a vision of making it back to Brisbane, however I discovered the Tamworth Country and Music festival was on and after a brief wander around the town I decided it was too much fun to leave so I stayed.

In Tamworth I had parked the bike in front of some people managing a car park to the Diggers Club and they kept an eye on it for the day. When I realised there was no where to stay I set up camp in the club car park. It was a bit of a disaster really as once the noisy drunks and music stopped the delivery trucks started arriving. I had a great night through, listening to Troy Cassar-Daley and Lee Kernaghan.

The next day I was focused on a long ride home, the day was sunny and the end was in sight - wrong again! About an hour out of Tamworth down came the rain again. By this time the coast road was a wash out and predictions for the inland route weren't much better. I pushed on and by the time

I got to Stanthorpe I was saturated. It was also remarkably colder and I was starting to feel the effects. I finally made it to Warwick where I stayed the night. Again the people at the motel were fantastic, allowing me to use their commercial drying facilities.

For the final run home you would have thought the Gods would have had some sympathy for me, but no it was pouring down again. Although the weather played a big part, I really enjoyed the trip, the scenery was great and the people I met only made me want to travel more.



The bike was always a topic of conversation and I recall having to stop for some reason on the highway when a car pulled alongside me. I turned around and the driver and his mates quickly told me not to worry as he only wanted to have a squiz at the bike. I then had to explain to him what sort of bike it was, how much it cost and what the back tyre cost etc before we started moving again.

That is the end of my tale, if you ever want to visit the Seacliff Bridge I recommend it. The only advice I would have is - don't go in the NSW school holidays and LOOK more closely at the weather forecast.

Hurricane

YNOT'S RIDING TIPS



COUNTER STEERING

Counter steering is the technique used by motorcyclists at speeds above 20 kph. to initiate a turn toward a given direction by first steering the front wheel in the opposite direction. The steering is done by applying pressure to the side of the handlebar that is the same as the direction in which you want to turn. In other words, if you wish to go left, apply pressure to the left side of the handlebar. (Push left, go left. Push right, go right.). "Push" in this context does not imply a significant distance of travel of the handlebars, it is merely the application of sufficient pressure to enable the bike to initiate the turning process, and the bike will lean into the corner that you are negotiating.

The reason why this seemingly mystical phenomenon occurs is attributable to a process called gyroscopic precession. Simplistically, when the wheels of your upright motorcycle are spinning, they are in line with the pull of gravity (90degrees to the ground). The force they generate holds the bike upright. The rotating wheels are big gyroscopes and they will try to stay upright. If you started your motorcycle rolling along a straight road without a rider, it wouldn't fall over until it ran out of speed, or hit something. When the bike slows down enough to fall over, the lower speed decreases the gyroscopic forces that are keeping

the bike upright. At some speed, the imprecisely balanced weight of the bike overcomes the amount of force exerted by the gyroscopic forces and gravity wins. (For the technically minded, there is another factor that influences this process called the front end's "trail". But I will not further complicate this explanation).

In order to make the bike turn, you have to unbalance it, otherwise the combined weight of the rider and bike will force the bike to go in a straight line. The only way to unbalance a bike at speed is by counter steering. Shifting the weight of the rider will unbalance a bike to some extent, but not as quickly as counter steering. When the bike is unbalanced, the tendency for it to continue in a straight line is reduced, and aided by the friction of the tyres on the road the bike will deviate from the straight line in the direction of the lean. Higher speed and tighter turns require greater lean angles.

When using counter steering through a left hand corner, we apply pressure on the left hand grip in the direction of the turn (leaning the bike to the left). The bike enters the turn, you keep your head and eyes level through the turn, then you counter steer the bike back up straight again (leaning the bike to the right, back to vertical). By completing this last step you have been able to control the lean angle of the bike both into and out of the turn. There is no need to use your upper body to force the bike into a lean, your weight stays on the centre line of the bike and increases the traction of your bike, and you do not get the feeling of tipping over. If you keep your eyes level, your mind sees a horizontal horizon so is not disoriented. Keeping your head level, your shoulders tend to lean toward the centre of gravity of the bike and

you are more stable because of the increased traction. Look at any straight-on picture of a racer. Even though they are "hanging off" (bum over the edge of the seat), their head and eyes are level. Hanging off the inside appears as though they are weight shifting, but they are trying to lower their centre of gravity. The speed that they are going through a curve is so high, creating such high forces to the outside that they must lower their centre of gravity as much as possible. Hanging off to the outside would not work quite as well. Racers also slide their bike through a corner, but as cruiser riders we don't need to hang off or slide round corners.

To successfully follow a line through a turn is very important. It's all about looking where you want to go. First of all you need to pick your line that you want to take around the curve, keeping in mind that traffic coming the other way doesn't always stick to their side of the road, so give yourself enough leeway to allow for this. The most common error when entering a curve is looking too close with the intention of maintaining that lane position. If you find you oversteer, (turn too soon), this is the likely problem. If you look too close you turn too soon. By looking ahead into the turn you are able to perceive the need to turn with your lower peripheral vision and by continuing to look ahead as you go through the turn you can correct as required if necessary. For example, if you are entering a curve that travels through 180 degrees, there is not much chance of looking at the exit of the curve, so you divide the curve into manageable pieces and look at the lane position you want for each piece as it happens. The apex of the curve (the furthest around the corner that you can see) is a manageable

YNOT'S RIDING TIPS CONTINUED

piece. As you approach the apex, then more of the curve becomes visible and a new apex is chosen. As you progress through the curve let your eyes follow the curve ahead at the same rate.

So to complete a curve, pick your desired lane position. Before entering the curve, focus on the apex of the curve. As you enter the curve you will sense the time to start the turn by using your lower peripheral vision, (DO NOT LOOK AT THE ROAD IMMEDIATELY IN FRONT) and counter steer your bike to the correct angle. Hold the curve by looking

ahead as the curve progresses. As you approach the end of the curve finish off by looking far down the road to the lane position you want to be in, counter steer the bike back up when it appears that you should be going straight again using your peripheral vision.

As we can see, counter steering is all about controlling the angle of lean of the motorcycle. It is very rapid and precise, and combined with correct road positioning and braking techniques provides a consistently reliable method for successfully negotiating bends and curves. It

can also be used to maintain control when riding in very strong cross winds. It only takes practice.

Safe riding,
YNOT

NOTE: This article is compiled from several articles on the internet, the main one being "A Guide to Motorcycle Touring. Counter Steering. Picking the line you want and staying on it." January 2 2011. This article is for entertainment only, and to be used at your own risk. No warranty is given or implied.



Auto Trader

06' Suzuki GSXR 1000

Fourways, Johannesburg

This bike is perfect! Only done 7000 kms and has had its 1500 km. dealer service. No falls/scratches. I use it as a cruiser/commuter. I'm selling it because it was purchased without proper consent of a loving wife. Apparently "do whatever the #\$% you want" doesn't mean what I thought.

Call me, Steve. (011) 867-8292

EMAIL THE SELLER SELLER'S WEBSITE ADD PRINT CLOSE

FINANCE INSURANCE CALCULATOR

MEMBERSHIP INFO

WANT TO JOIN ? ...

"THE CLUB IS BRISBANE BASED, SO COME ALONG FOR A RIDE OR ATTEND A MEETING"

Membership is open to Riders and Pillions of Cruiser and Tourer motor-cycles, as well as Social Members. The club focuses on Cruiser and Tourer Style motorcycles of more than 250 cc, regardless of rider's age, or riding skills. You will meet other people who share your interest in Cruisers and Tourers and Motorcycling in general.

- ✓ Rides every weekend
- ✓ Weekends away
- ✓ Barbecues
- ✓ Children friendly events
- ✓ Social Outings

We also have Monthly Meetings — These monthly club meetings are an opportunity to exchange ideas and information. Prospective members and visitors are always welcome to come along on a ride or attend a meeting. Refer to the Event Calendar for details.

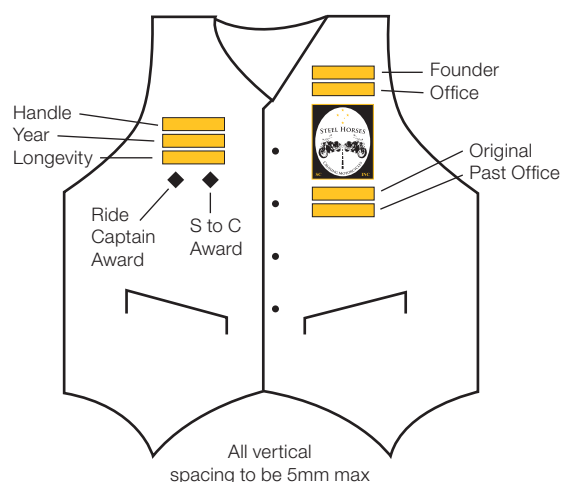
Membership Fees:

Currently, the annual membership subscription is \$36 for Riders, \$24 for Pillions, and \$12 for Social Members. This is applied monthly pro-rata for new members.

For new members there is also a once only joining fee on top of the annual membership fee. This covers the cost of Patch, Insignia, and other Club costs. Currently, the joining fee is \$30 for Riders and Pillions, and either \$20 or \$30 for Social Members depending on whether they elect to wear a Badge or a Vest.

Members can purchase a booklet of the Rules and By-laws at cost. Contact the Secretary to do so.

STEEL HORSES PATCH PLACEMENT



MERCHANDISE



Steel Horses Caps \$17.00



Chopper sunglasses \$15



LADIES
Jenny B
3/4 Sleeve
Black



LADIES
Jenny B
3/4 Sleeve
White



MEN'S
Johnny Bottom
Long Sleeve
Black



MEN'S
Johnny Bottom
Long Sleeve
White

Tee-shirts \$36

The club does not stock these but will put your name on a wait-list.

When the Merchandiser decides there are enough for a bulk order, you will then pay for your order.

INTERESTED ?

Contact our Merchandiser:

Mozzi

Mobile: 0467 093 363

Email: pswright61@optusnet.com.au



STEEL HORSES
CRUISING MOTORCYCLES
SOCIAL CLUB INC.

www.steelhorses.com.au

STEEL HORSES CRUISING MOTORCYCLES SOCIAL CLUB

RIDE CALENDAR 2012

MEETING POINTS

South	Exit 38 Yatala	Yogi, Steiny, Sarge	0417 636 425
North	McDonalds Newmarket	Lucky J	0401 253 879
West	Coffee Club Goodna	Cosmo / Sam	0405 737 085

You must phone the Ride Captain by 7.30pm the night before a ride to confirm you wish to do their ride.

JANUARY 2012

Sunday	8th	West	Peaks Crossing, Maryvale, Sandy Creek, Clifton, Mar Mar Creek, Gatton, Home (315Km)
Sunday	15th	North	Samford, Dayboro, Mt Mee, Maleny, Burpengary, Home (210km)
Sunday	22nd	South	Riders Choice
Tuesday	17th	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Saturday	28th	West	Fernvale, Esk, Somerset, Kilcoy, Woodford, Dayboro, Samford, Home (232km)

FEBRUARY 2012

Sunday	5th	North	Landsborough, Nambour, Cooroy, Noosa, Caloundra, Burpengary, Home (295km)
Saturday	11th	South	Yatala, Canungra, Advance Town, Murwillumbah, Yuki, Tweed Heads, Home (420km)
Sunday	19th	West	Riders Choice
Tuesday	21st	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Saturday	25th	North	Scarborough, Deception Bay, Bribie Island, Maleny, Home (350km)

MARCH 2012

Sunday	4th	South	Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)
Saturday	10th	West	Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)
Sunday	18th	North	Nambour, Coolumb, Tewantin, Cooroy, Home (heaps)
Tuesday	20th	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Sunday	24th	South	Rider Choice

IMPORTANT DATES

- January 1st 2012, New Years Day
- January 27th 2012, Australia Day



STEEL HORSES

CRUISING MOTORCYCLES
SOCIAL CLUB INC.

www.steelhorses.com.au

STEEL HORSES ADDRESS

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Ride Captain (South) – TBA

See Event Calendar for details

Ride Captain (North) – Lucky J

See Event Calendar for details

Ride Captain (West) -

Sam / Cosmo
See Event Calendar for details

Webbastard – BC

Mobile: 0425 668 544
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Steel Horses Cruising Motorcycles Social Club Inc. Is for riders, pillions and social members. The objectives of the club are to encourage members to regularly meet, ride, and join together for social enjoyment.

Disclaimer: the opinions expressed in this newsletter are personal opinions and are not necessarily those held by SHCMSC Inc.

HAPPY BIRTHDAY!

The following members are celebrating a birthday this month:

Boots and Jewels

Funny Photos!

